

USAF Declass/Release Instructions On File

DEPARTMENT OF THE AIR FORCE
1130TH AEROSPACE TECHNICAL DEVELOPMENT
AND TRAINING GROUP
Edwards Air Force Base, California 93523

ATTG Reg 60-3

31 May 1972

Flying

STRANGE FIELD LANDING AND PROCEDURES

This regulation establishes procedures to be followed in the event of an emergency landing by U-2 aircraft at other than operating base while on Headquarters directed and local training missions.

1. Scope. The provisions of this regulation are applicable to all U-2 pilots under the operational control of this group.

2. Responsibility. The Director of Operations is responsible for insuring that each pilot is familiar with specifics contained herein.

3. Procedures.

a. Notify command post by HF or UHF radio of intentions to land at a field other than the home base. If unable to contact the command post have FAA or GCI pass pertinent details to operations.

b. Ground handling procedures for an emergency landing will be identical for all missions. The Intelligence Section will cover emergency landing areas in friendly territory for Headquarters directed missions and specific ground communications instructions. Emergency airfields will be briefed by the Navigation Officer at the general briefing.

c. Once an emergency landing has been accomplished the U-2 pilot will insure ground handling of the aircraft in accordance with the checklist below which is located in the security survival packet.

(1) Install MLG and TLG downlock safety devices. The devices are located in a rack on the right side of the MLG wheel well.

(2) Disconnect the TLG scissors by removing the scissors pin at the upper scissors fulcrum.

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(3) Attach T-33 tow bar to TLG. T-33 tow bar must be attached with tow bar shaft pointing forward. The aircraft should then be moved on to a grease plate and the TLG strut rotated 180 degrees for towing. If a T-33 tow bar is not available, the TLG strut should be rotated 180 degrees and towing may be accomplished by a rope attached to the TLG. In either of the above cases, extreme care must be used to insure no jerking and that the aircraft is moved very slowly.

(4) During aircraft movement the wings should be held level by wing walkers. In case of a heavy wing, a well padded cart or dolly may be placed under the wing skid.

(5) Contact the ATTG command post by the most expeditious means.

d. Pilots will carry an emergency packet containing a letter of introduction to Base Commanders and \$100.00 United States currency on Zone of Interior Flights.

R.A. Schamber

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Commander

Summary of revised, deleted, or added material

Checklist changed. (Para 3c(1)through(6). Location of security packet changed (para 3c).